

TRIPLE M REGISTER BULLETIN



FEBRUARY/MARCH 2014



1st MG Drive through the South Tyrolean Spring 15th – 18th May 2014



Dear MG-friends!

I want to invite you to this MG-Meeting, which will be held from 15th to 18th May 2014 in the Dolomites/South Tyrol, a country that is often gladly visited by the owner of veteran cars from all over Europe. A country that has a lot of scenic attractions, which we will discover and visit together. The meeting should be an unhurried excursion with our cars driving on the roads of the alps. The centre of the meeting will be the village "St. Michael in Eppan an der Weinstraße".

I will be glad to welcome you.

Christian Bianco

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BULLETIN No. 77

February/March 2014

The Front Cover Picture by Peter Hemmings shows Oliver Richardson's M Type when he 'had to use it for 3 weeks when the modern motor died'!

Editorial

Welcome to your new style bulletin, I hope you enjoy it. If there is anything you do not like about it, please let me know.

As this time of year does not produce many event reports, I have taken advantage of the ability to print more colour by including a pictorial review of some events in 2013. For many of the photos I am indebted to Peter Mc Fadyen who was the official photographer on the Welsh Marches event. Due to space considerations, I am able to include only a small selection of the Welsh Marches photos and I apologise to those of you who are excluded. Peter's photos of this and many other events may be found (and can be purchased) at his website <http://petermcfadyen.co.uk>. Inevitably, the people and cars involved in the more widely known events are the ones most frequently photographed, so, to be fair, I do try to include photos of the lesser known. However, this is possible only if photos are readily available. So please send in your photos, especially those of people and cars in unusual or picturesque situations but don't forget to set your camera at its highest resolution.

The sparsity of event reports also means that there is more space for technical articles in this issue. I hope you will find these interesting and useful

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Future Events

1st March	VSCC John Harris (Derbyshire) Trial	01608 644777
2nd March	Spares Day Stoneleigh	
2nd March	Derbyshire Tour	01608 644777)
15/16th March	VSCC Herefordshire Trial	01608 644777)
29th March	MGCC Silverstone Races	http://www.mgcc.co.uk/motorsport/
5th April	Annual Dinner & Prize Giving & AGM	Elizabeth Taylor see p45
6th April	MG Era Day at Brooklands	Elizabeth Taylor see p45
13/14th April	S.W. Centre Kimber Classic Trial	See page 6
27th April	Drive it Day - Abbeyfield	See page 3
4th May	VSCC Curborough Sprint	01608 644777
11th May	VSCC Wiscombe Hill Climb	01608 644777
15-18th May	Drive to the Tyrol	See inside front cover
20-25th May	Highland Stravaig	See page 4
8th June	Harewood Hill Climb	01608 644777
6th July	VSCC Shelsley Walsh Hill Climb	01608 644777
4th - 10th Aug	VSCC 80th Anniversary at Peterborough	01608 644777

The provisional date for MG90 Silverstone is Saturday/Sunday 21/22 June.



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ESTD 1929






National Drive it Day!



Sunday 27th April 2014

FREE ENTRY

Take the dust sheets off your car or motorcycle, take it for a spin and then join us for cream teas and cakes at The Memorial Centre

Teas served between 2.30 & 5.30pm

**Classic Cars will be on parked on the grass as at our summer event.
All other vehicles will be parked in the GXCA car park.**

All net proceeds to charity

Light Refreshments & Licensed Bar Available

**A Charity Event in aid of Abbeyfield (GX) Society and the Rotary Club of Gerraards Cross & Chalfont St Peter
In association with Gerraards Cross Community Association**

The 2014 Triple M Highland Stravaig - 20th - 23rd May 2014

Event Outline

Tuesday 20th May

Gather at the Isles of Glencoe Hotel, Ballachulish, for signing on between 15.00 and 18.00. Meet up with old friends and relax, perhaps enjoying the leisure facilities, before dinner in the hotel. Extensive unsecured trailer parking will be available.

Wednesday 21st May

After breakfast we shall depart for a scenic drive south through the beautiful Argyll countryside. Local knowledge has been used to ensure that an interesting, and in places challenging drive, is guaranteed. Enjoy views of Loch Linnhe and Castle Stalker, and visit the rhododendrons and azaleas of Arduaine Gardens. A tour inside the hollow mountain of Cruachan is also available (and an attractive alternative if the weather is bad!).



The return trip takes us up Glen Orchy (pictured above) past the salmon river, and then back through dramatic Glencoe.

Thursday 22nd May

Today we travel East first, following the shore of Loch Leven to the site of the hydro-

electric aluminium smelter at Kinlochleven, then back West on the opposite shore. We cross Loch Linnhe via the Corran Ferry to explore the isolated and dramatic beauty of the Morvern peninsula, and thence to Loch Sunart. Our trip then takes us North to Loch Moidart (where we can visit the ruin of Castle Tioram) and on to Loch Ailort.

The route East back to Fort William takes in the Glenfinnan Monument, marking the site of the raising of Bonny Prince Charlie's Standard at the start of the Jacobite Rebellion, and past the Ben Nevis Distillery, where you may wish to stop for a wee dram and a tour.

Finally we travel south down Loch Linnhe and over the Ballachulish Bridge to our base.

Friday 23rd May

Enjoy a leisurely breakfast before setting off for home. A suggested scenic route will be available for those wishing to take their time.

Entry Form

To simplify administration, entry can only be made through the online form here: <http://www.mgcaledonian.com/event/triple-m-highland-stravaig-2014/>. If you don't have internet access then you'll have to ask a friend to complete the entry for you. Payment of the £60 entry fee can only be made through PayPal, via an automatic link from the entry form. It is not necessary to have a PayPal account, as there is a link at the foot of the PayPal page which allows payment direct by credit or debit card without signing up to PayPal.

The entry fee covers all organisational costs, and does not include entry fees to any of the suggested attractions, the ferry fare, or any meals or refreshments.

Three nights dinner, bed & breakfast at the Isles of Glencoe Hotel is available at the special rate of £330 for two people sharing. A few single rooms are available at £231. As spaces are limited, it is recommended that you book as early as possible, but do not reserve your room until your entry has been accepted. As the dining facilities at the hotel are limited, it will not be possible to stay elsewhere and join the group for dinner. Full details of the hotel can be seen here: <http://www.akkeronhotels.com/Hotels/Scottish-Highlands/Isles-of-Glencoe>.

S.W. Centre Kimber Classic Trial 13th/14th April

Words and Pictures from Alan Grassam

Time to finish fettling your pride and joy and get yourself organised for entering the annual Kimber Classic Trial, first run in 1937. Trialists are nothing if not conservative so this year's event follows the traditional format, viz. Competitors gathering at Lanes Hotel, West Coker (01935 862555) on Friday, 12th April with the cognoscenti booking their evening dinner at Barry's East Street Bistro (01935 863929 Eaststreetbistro@yahoo.co.uk).



Comp Sec Mike Linward searching for some missing horses beneath the bonnet of his J2

After a leisurely breakfast on the Saturday morning the cars are scrutinized by the S.W. Centres own version of Nuvolari, AKA Foz. But watch out, he's very keen on throttle return springs! The drivers then set off on a gloriously scenic route of some 90 miles along Somerset and Dorset lanes that give that "30's" driving experience. To add a little spice there are 10 "sections". Happily they are nothing like those used on major trials, such as the Land's End, which are rough, rutted and, at times, downright impossible. Our genial Clerk of the course Bruce Weston has worked hard to find sections that, though at times challenging, will not damage your car. But he does not guarantee that it will not get muddy! Those who took part in last year's very wet event will vouch for that! There is a relaxing lunch break at a traditional Somerset pub where the crews swap lies about their performances of the morning. In short an enjoyable

day out doing just what the first owner of your car most likely did.

To round things off there is an informal dinner at Lanes, hopefully with an entertaining speaker. Don't be shy in coming forward but if you don't think it's your forte then feel free to volunteer someone else. All applicants will be carefully considered.

Sunday sees the cars at Butleigh, home of those two Montlhery Midget maestros, Foz and Hamish, by whose kind permission the weekend is rounded off attempting a series of challenging driving tests on their field.

The whole package makes for a very social and relaxing weekend with many competitors returning every year. If you haven't entered before don't be put off by the word "trial" as any well prepared MMM car will be all the better for spending the weekend doing what Kimber and Co designed it to do. Still not sure? Call Bruce Weston (01963 440941) who will be delighted to fill in the details. Alternatively give me a call. You will get almost as much fun as a marshal so if unsure about competing that's the next best thing.

Regulars will soon receive their regs from Andrew Owst (andrewowst@hotmail.com 01761 221893) but if you haven't entered before he will gladly add you to the list. The South West Centre looks forward to welcoming lots of you, old and new faces alike to this oldest competitive event in the MGCC calendar.

I look forward to seeing faces old and new. Alan Grassam 01935 863673

Chairman's Jottings **by Dick Morbey**

As February's is the first Bulletin in 2014 let me be the last to wish you a happy and healthy New Year!

In penning these notes I'm flying without instruments, so to speak, although like you I enjoy the anticipation of waiting to receive the Bulletin to see what joys it contains. I do know that it contains the usual report on the latest Register Committee meeting. George's review gives a snapshot of that all-day meeting, but you can take it from me that this was time well spent. We are fortunate to have such a dedicated bunch of enthusiasts looking after the Register's interests and on your behalf I thank them for all their hard work.

One of the early 2014 events will be the Silverstone National race meeting on Saturday 29th March. We expect to have a Triple-M and Pre-War grid for a 20 minute race. Huge thanks are due to our own Fred Boothby and to Dave Saunders of the main MGCC who have been directly instrumental in putting this together. You can read details at www.mgcc.co.uk/motorsport

One week later we have the Register's AGM and our Annual Dinner & Prize Giving. For the first time these will take place on the same day – Saturday 5th April - at the Ship Hotel, Weybridge. The AGM will be held at 4 pm over a cup of tea or other

beverages and it's an opportunity to come along and see the Committee at work. Strictly, MGCC members are entitled to attend the meeting but partners and non-members will also be welcome as 'observers'. Bring your car, too!

The Dinner and Prize Giving then starts at 7.30 pm and you will find a Booking Form in this edition of the Bulletin. The form is also available to download at our website at www.triple-mregister.org/forms2.asp?Forms Do please support this event if you possibly can. We have negotiated a superb and affordable deal with the hotel for accommodation and the meal itself. It's a great opportunity to meet old friends and make new ones in most convivial surroundings!

On the following day we take ourselves off to nearby Brooklands for the annual 'MG Era day' when Triple-M cars should have pride of place in the Brooklands Clubhouse 'inner sanctum'.

In the previous Bulletin I mentioned the work that is going on to create several on-line Register Picture Libraries. There has been good progress: A collection of original factory pictures and other media will be available shortly. Significantly, we will also be launching a Technical Pictures library. This will comprise images of original components, assemblies and complete cars. Please watch this space, because when we do go 'live' quite shortly we shall be inviting all of you to send in electronic images for these items for possible inclusion in the Library. We are working with various parties outside the Register to ensure that the Library can be as complete as possible. The images will be accessible model by model and component by component. Great thanks are due to a team which includes Nick Feakes, Bruce Sutherland, Robin Hamblett and countless others.

We're pleased to report that on Sunday 2nd March the Triple-M Register will have its own stand at the MG and Triumph Spares Day at Stoneleigh Park, Warwickshire, CV8 2LZ. Register representatives will be on hand throughout the day and some Register merchandise will be available to purchase. The stand will provide a focal point for fellow Triple-M enthusiasts to meet. As usual many Triple-M-specific traders will also be exhibiting at the Show. Details of the day are at www.mgandtriumphsparesday.co.uk Advance adult tickets are £8. Pay on the day: £12. Under 15s, FOC

If I had more space I could regale you with details of what the Committee is doing to strengthen further the good working relationship with the MGCC and to deal with 'good governance' issues - but you'll have to come along to the AGM to hear about these!

Best wishes to all,
Dick Morbey

Secretary's Report on Triple-M Committee Meeting held on 1st December 2013 by George Eagle

D Morbey, Chairman, opened a discussion concerning the need for transparency in committee discussions and members' dealings. Henceforth meeting agendas would contain an item for the declaration of members' pecuniary and other interests. On this occasion no such interests were declarable. He reported that he attended both the Club's Council Meeting and AGM with G Eagle. He reported that the plans for MG90 appear to resolve most of the concerns raised by the Register, and the Club is keen to have Triple-M cars racing in 2014 – notably 30th March on the Silverstone National Circuit and MG90. F Boothby is working hard with racers, VSCC and others and is receiving excellent support from MGCC Director D Saunders; there are 20 plus possible entrants. A couple of cars were recently inspected including a joint inspection of a P type with B Foster where there were concerns regarding alleged defective workmanship by a trader. It was also reported that useful progress has been made in scanning factory photographs, these could be "photo shopped", indexed, water marked and posted on the web site. M Dolton undertook to design a file which would enable members to view the photographs. An approach has been made to Goodwood regarding the possibility of P/N/Q/R types being displayed during the 2014 Revival. An outline has also been received from VSCC about how the Triple-M cars might participate in their 80th Anniversary in August 2014. It was sad to note long standing member J Forster had died whilst on holiday in China.

G Eagle, Secretary, reported he had also inspected 2 cars, one being in company with D Morbey and P Green, and the other was on behalf of the widow of a deceased member. In the last quarter 7 Triple-M car badges were sold and as the stock was now low the committee agreed to accept a quote for a replacement stock of badges. Following an enquiry made of the organisers of the 2014 MG and Triumph Spares day, to be held on 2nd March, the Committee supported the idea of the Register hiring a stand in either Hall 2 or Hall 3 at a cost of £150. The date of the March Committee meeting was changed to 9th March to avoid a clash of date.

B Milton, Treasurer, reported on the 2013 accounts including the balances held on current and deposit accounts. He also confirmed P White, Bulletin Subscriptions Co-ordinator, had created a new email address mmbulletin.sub@btinternet.com in order to avoid use of his own personal address for Bulletin matters. The new address will be published in the December Bulletin and also added to the Library web page to give the opportunity for further subscriptions as P White sees a lot of purchasers who are not Bulletin subscribers. M Dolton undertook to investigate three possible options to enable members to renew their Bulletin subscriptions through the web site, the options go from the simple to the more complex. It was also noted that 1st January is the ideal date for payment of subscriptions but late payers are a problem. In a previous report it was also noted there should be two levels of subscription, namely full rate from January to June and half rate for the rest of the year. Finally B Milton suggested that in view of its very reasonable financial position the Register should

consider providing the Registrar with any reasonable help, no matter in what form, to enable his completion of the updated Register.

R Hamblett, Registrar, noted since his last report the following new cars have been reported – D type, N type, PA and 2 PBs.. There have also been some interesting cars changing hands including 2 C types. The Committee also considered 5 identity queries including two claiming the same chassis numbers. It was agreed that a photo of the knuckle/guarantee plate/bonnet hinge should be requested when a car changes hands.

M Linward, Competition Secretary, confirmed he is currently writing his Yearbook report. The latest competition results will be printed in the Bulletin, with all results in the COTY scores show B Foster (C/s) leading from B Bennett (J2-PA(s)) and the Bayne-Powell's (NA Allingham).

B Richards, Bulletin Editor, stated the current Bulletin will be the last printed by CDS before a move to new printers Lavenham Press with whom useful discussions have been held. The staff have been very helpful regarding the few changes required to the usual procedure. It is important to fill the 48 pages of the Bulletin and to do so more high quality photos will be needed; it is also planned to include photos of the regular contributors. Printing of the February issue will be slightly delayed to enable P White to process all the 1st January subscriptions. Advertisers will be able to advertise in colour once the Bulletin is printed in colour.

C Spoelstra, Yearbook Editor, confirmed she has ample material for the next issue and that the first 5 articles had been received and are in the process of being edited. There is usually space for 6 articles, or 7 at most, plus the Competition Report. However, an unsolicited article has appeared and it is hoped to squeeze it in; there is almost sufficient material for the 2014 Yearbook. E Taylor reported that 18 out of the 21 invoices sent to Yearbook advertisers had paid and that they all indicated their wish to continue with one requesting a half page instead of a full page advert.

N Feakes, Web Master, suggested that any person posting a news item should delete it once it has no news value. He also reported the "Register your car" section was hacked using something called SQL Injection Attack; the software has been re-written to block any further attack. A start has been made on the revised pictures library which will eventually absorb the historical section.

E Taylor has confirmed the 5th April 2014 booking with The Ship Hotel for the annual dinner. The Committee also agreed the Register's AGM will be held at the Ship Hotel at 4pm on the same day.

MG Silverstone. The Club has taken note of our interests, there will be a "time line" of all models to mark the Club's 90th Anniversary. The main marquee will have more space and the Triple-M car park will be near this marquee. D Morbey undertook to ask the Club if the Register can have a separate marquee where, in addition to the Library stand, it can have a meeting space, provide free coffee and perhaps display a car.

The date of the next Committee meeting is 9th March 2014.

G R Eagle
Hon Sec

New Life for an Old Wiper Motor

by Ian Linton

This article has been reproduced from Totally T-Type 2 by kind permission of its editor, John James - Ed.

As part of the ongoing restoration of TA3120 I had left the wiper motor to near the end as it had been working when I shut the car down 42 years ago. So I was horrified when I opened the rear cover to discover that water had got into the electrics and rusted everything up.

My first reaction was to scrap the unit and source a new or rebuilt unit. However none of the usual UK sources had any stock and had no idea when new units would be available, something to do with armature problems in manufacture. Units do turn up on Ebay occasionally

but vary greatly in condition, and good ones go for serious money. So what to do, especially as working wiper s are mandatory if the car is to pass the UK MOT road worthiness test?

The unit itself is a Lucas CWX 12 volt L1.

I decided to have another look at the motor, and on applying 12V found it was trying to turn. I'm not an electrical engineer so normally leave this type of unit well alone. However I really had to do something, so rejuvenated it as follows:

Electrics (rear section, exploded view)

1. Remove screw from handle, pull handle back and out.



Photo 1 - Exploded View of Motor

2. Remove two cover holding screws and pull off cover.

3. Noting that each solder connection has two tags, one to grip the wire and the other to solder it, ease each gripping tag open, including the single tag supporting the thin connecting wire between the two stator sections (stator = the two fixed plates on each side of the rotating armature = rotor).

4. Unsolder the two black wires leading from the inside of the connector block where they connect to the brass frame holding the two brushes.



Photo 2 - Brush Holding Plate

5. Unsolder the thin wire to/from the stator where it is soldered to the same frame as 3 above. Note that the other wire to/from the stator will have already been unsoldered in 3 above.

6. Move each brush spring back out of the slot and push aside (photo 2). Remove each brush but carefully note side and orientation of each as they are mounted off-centre and need to be a good fit when replaced.

7. Remove two screws holding the brush plate, carefully lift clear.

8. The rotor will then lift out.

9. (Optional if you plan to service the gearbox next) Remove split pin, washer and spring from the extended wiper spindle on the front of the motor. The spindle will then withdraw easily from the rear.

10. Clean rust from all surfaces with emery paper and/or fine files, then coat with Waxoyl (an oil-based product that partially dries out). I could have used a varnish here but considered that Waxoyl would offer longer term protection against rust.

11. Clean and lubricate rotor shaft.

12. Clean off end of rotor to bare metal, where it touches the brass connector plate on the brush mounting plate.

13. Carefully, with finest emery paper or metal polish clean off the copper elements of the rotor where the brushes contact. Take care to clean only around the elements, not across them, to ensure good brush contact and longer brush life.

14. Clean out the slots between each copper element, then replace rotor.

15. (Optional) You may wish to re-varnish the windings at this point but I chose to leave well alone.

16. Before replacing the brush mounting plate, push each brush spring back and to the rear so that they are locked back and give room to insert the brushes. Check that the ends of the switch contacts are clean and in good condition, and that the inside plate is clean where it touches the end of the rotor shaft.

17. (Optional depending on condition of the two side feed wires) Unsolder the two side feed wires and replace with new wire of similar grade and length.

18. Screw plate back on to wiper body.

19. Replace brushes exactly as they came out, then release the holding springs back into their slots.

20. Re-solder all connections (photo 3).

21. Clean up the switch inside the cover, but do not remove as it is clipped tightly. A little grease on this area will smooth its operation.

22. Replace cover and screws.



Photo 3 - Soldering Completed

Gearbox (front section, photo 4 for exploded view)

23. Remove both motor mounting studs by locking two brass nuts together then unscrewing.

24. Lift off 1/2" spacer.

25. Unscrew two cover locking screws. Prise off cover, possibly using a small screwdriver in the U-shaped slot at top right if tight.

26. Note that the smallest gear, which extends into the rear section, has a small dimple in the inner ring (photo 5). This must align with the centre of the brass quadrant gear in re-assembly. Orientation does not matter anywhere else in the gearbox.

27. Remove smallest gear and clean.

28. Swing quadrant gear over to right, lift crank arm slightly and remove the largest gear. Note that this will show 130 degrees or 150 degrees for the TC, and refers to the angle of sweep (these gears are interchangeable between units). Lift out the resin gear.

29. (Optional, I chose not to disturb) Remove split pin and washer, lift out gear.



Photo 4 - Exploded view of Front (Gearbox side)



Photo 5 - Gearbox Detail

30. Clean all gears, shafts and box internals of all old grease. Lubricate shafts and gear teeth with fresh general-purpose grease.

31. Re-assemble gears, noting 26 above.

32. Replace cover.

33. Insert wiper spindle from rear of box, replace spring and washer, and secure with new split pin.

34. Replace two holding studs.

35. Clean off any old paint and grease. Mask off holding studs, spindle at each end, switch lever.

36. Mount whole unit in vice or similar, holding by spindle. Spray with thick coat of wrinkle paint, then two thin coats. Carefully move switch lever between coats to ensure coverage underneath.

37. Leave to dry thoroughly for two days. I used an old vice that I then placed in the airing cupboard. A good wrinkled finish should be easily achieved using this method, without any primer coat.

38. Replace chrome handle and locking screw.

39. Mount to windscreen using: ½" spacer, tubular locking screw on each motor holding stud, cork washer, windscreen, cork washer, 3-hole plate (early black, later chrome), rubber washer, metal washer (I used SS here), brass nut.

40. Connect wires, in any order.

41. Stand back, admire, and test operation.

The units are, according to Lucas, designed to run warm. However if one is hot to the touch it is overloading, either due to a dry windscreen, wiper blades that are too large, input/output wires which are overheating internally against coils (cure is 17 above), etc

There is one other feature worth mentioning for maintenance. At top and bottom of the front section there is what looks like a blind rivet. In fact these are spring-loaded balls which seal an oil conduit to the rotor bearing. So a drop or two of a light oil to the top ball every so often, when depressed, will not go amiss.

Remembering Mike Hawke

by Peter Kerr



***Mike in the J2 at Copse Corner, Silverstone 1968
Photo from Jeremy Hawke***

On the anniversary of the untimely passing of Michael , it would be easy to focus on this wonderful friend, as I always stayed at Bradford on Avon when in the UK, and both he and Ann stayed with me when they were in Australia. We also shared time together in New Zealand and so on. However, Rod Hiley taught me to focus on the MG, not the personality of the custodian. I will focus on his cars, and not become emotional about our marvellous times together, which occurred at least every two years during my career. I also usually phoned Mike on Sunday after he returned from church and Ann was preparing Sunday dinner. He did not use internet but the phone was an ideal communication medium.

Mike was a marine surveyor and said the best and luckiest career posting which came his way, was being stationed in Singapore. He discovered a trailer with K3 wheels and was immediately on the hunt for the missing front half. War brings out ingenious schemes to protect British treasure from the enemy. K3 031 was bricked up under a sporting grandstand in Holland. K3 007 was cut up and buried after the Japanese invasion of Singapore and ownership in 1942 by an Imperial Japanese Army Officer. Mike took his treasure back to Bradford and enlisted Ronnie Horton to assist with the reconstruction. K3 007 was delivered new by the MG factory to R.T.Horton in 1933 and began a comprehensive programme of racing, mainly at Brooklands. He set

numerous International and National British speed records at the Brooklands track. Speed records were also set at Frankfurt-um-Main and Montlhery. 150 mph was exceeded in a run at Frankfurt and a 200 kph badge was awarded at Montlhery. Mike Hawke lapped at over 125 mph in K3 007 at Millbrook in 1989. Long gone are the days when the MG factory delivered an MG which achieved National speed records which still stand today.

My favourite transport during visits was in fact DG 5405 – J2396. I also liked the fact that registration for this MG is free in recognition of the historic significance of such British vehicles. Mind you, this MG is not just driven to the shops to pick up the daily paper. For example, at Millbrook in 1989, the J2 was driven by Mike and Jeremy Hawke, and J Bannell and is the only M.G. to have set an FIA International Class record in the 50 years since Phil Hill set International Class “E” records at Utah in 1959. J2396 set 2 International Class “I” Records and 20 National British Class “I” records. The list of achievements is too long to list here but suffice to say it won the MMM Car-of-the-Year in 1979/80/83/84/86/95. The best I achieved was second in my supercharged NA in 1992. Mike said at the time that his M.G. went well without a blower! He did enjoy driving my Magnette and looked short and snug in the cockpit. Son Jeremy is now carrying the torch with these 2 M.G.s and, after his obituary to his Dad, said that was not supposed to be given for at least another 15 years.



***Jeremy Hawke drives K3007 at Wiscombe Hillclimb in 2012.
He had to wait an hour for the fog to lift. - Photo by Jim Lott***

Pictorial Review

The Welsh Marches Weekend



*Surmounting the Devil's Staircase: Above: Tony Hay, NB (NA0795)
Below: Martin and Frankie Gratte lead the way in J3640 followed by Mike Dalby's M (2M/1056) and Mike and Maureen Legg's NB (NA0947)
- Both Photos: Peter McFadyen*





*Above: Bill and Jacquie Abbott NB (NA0776) - Photo: Peter McFadyen
Below: An impressive line-up at The Hall at Abbey Cwm Hir
- Photo: Henry Tennant*



VSCC Loton Park September 2013



After publishing in the October Bulletin a poorly printed photo of the Potter C- Type (with an ambiguous caption), I am trying to make amends by showing David (above) and Duncan (below) on the hill at VSCC Loton Park last September. Both photos by Peter McFadyen (see <http://petermcfadyen.co.uk>)



Adventures in Australia

Words and pictures from Colin Henderson

It just shows you how close the Triple-M family is, no matter what country you live in. At short notice my wife Lesley and I, along with daughter Grace decided to go and see our first granddaughter in Perth, Australia.

After sorting out the itinerary you then start looking at other things you would like to see, like the odd Triple-M MG !!! .

Well a few e mails later, thanks to Robin Hamblett our Registrar and Tony Sloan, Australia Registrar, Bingo, I can see a couple of MG's while I am in OZ.

There are some 25 or so MMM cars in Western Australia - most within reasonable distance of Perth. The York Motor Museum just out of Perth has an NE, K3, PA airline as well as many other interesting cars. Another good contact is John Hunting who has quite a collection and he would be able to point you at others. Well after a few texts and e mails it looked like my luck was in and maybe I could see another NE a favourite car of mine.



John Hunting's NE-ised NA

Many Years ago I was lucky to drive Peter Green's NE in the Regency Run, thank you Peter, what a great Car.

Well I will get to the point, many thanks Mary & John Hunting for a great afternoon looking at John's Cars :

L2048. A nice original car.

K0420. Rebuilt in the style of a K3.

NA0297. Rebuilt in the style of an NE.

And 'Yes' let's get to the best bit, John took me for a ride in the NA which was fitted with a supercharger. We flew down the road like a bat out of hell, so much it reminded me of a time as a child on the swings in the playground where you are unable to draw air in because you're going so fast.

Thank-you John for your time and Mary for the Tea .

Colin Henderson, J4234, J4323, L0383



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Protecting our Motor Cars

by Charlie Cartwright



Figure 1 The American Barn - Photo- Charlie Cartwright

Our ownership of our cars spans only a part of their life and it is up to us to preserve them as best we can.

I am lucky to have space to store and look after my cars. 20 years ago I built livery stables on my land. It is an “American barn” with a central concourse and the loose boxes facing inwards. See figure 1. Later I converted several of the stables into a workshop and garages for my cars, figure 2. I don’t have mains power but I installed a 3 phase supply powered by a Lister generator that came from an army barracks. This provides lighting when needed, power for tools and 3 phase for my Strongman car lifter, and also of course, the most important item which is the electric kettle for the coffee brewing.

Although I get some heating when the generator is running, it’s not economic to run it all the time, and in winter the building can get cold and metal work suffers from condensation and of course sharing with horses and hay. It is dusty, not the ideal conditions for preserving the MMM’s. A few months ago I read an article about the Carcoon system, but it needs a continuous power supply. I E-mailed the company and they confirmed that the fans consume about 500 milliamps at 12 volts. Some simple



**Figure 2. Ex loose box now occupied by “The Duchess” my F1
Photo: Charlie Cartwright**

arithmetic showed that I could run it from a 100 watt 12 volt solar panel backed up with a car battery. I had already rigged up a 12 volt solar system to power my CCTV and Intruder alarms but decided to run the Carcoon from an independent circuit. The solar panels are readily available on the internet, as is the control unit. This performs 2 functions: it stops the panel from over charging the battery and prevents gassing and conversely, if there is insufficient solar power it will disconnect the load if the battery voltage drops too low, protecting the battery from total discharge.

I like to know what is going on with my circuits, so I made up a control board with a volt-meter and ammeter wired in to the battery leads. See figure 3. The switch disconnects the solar panel. This is necessary if one wants to charge the battery, because without a battery connected the solar panel voltage can go wild and damage the circuits.

So far it's all working fine and there's enough residual power in the battery to cover night time and very dull days. The Carcoon has loops on the top and so I suspended it from cross wires so that it will not collapse completely if power is lost. In order not to damage the plastic base material when driving the car on to the base I bought a cheap foam matt from Halfords.

The J2 just fits into the smallest Carcoon unit, (10'6" x 4'11"), and she is now happily "carcooned" when not out on the road, see figure 4. The F1 will need a bigger size and that is my next project.



Figure 3 the Control Board with battery behind
Photo: Charlie Cartwright



Figure 4, "Stumpy" my J2 in the Carcoon.
Photo: Charlie Cartwright

Unreliable Electrics – SU Fuel Pumps

Words and Pictures by Roger Challis

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The faithful SU electro-mechanical fuel pump is typically left alone and pumps reliably unseen until it doesn't. As the car glides silently to a halt without power, the absence of the normal familiar rhythmic click from the SU fuel pump is most noticeable. Then a light tap on the pump body often restores activity although, to most drivers, why this works is a mystery.

Pump stops after a few miles

The pump will work when starting out from cold and then stops after a while when hot. It will get going again after a small tap but may stop again soon. This is indicative of either debris between the contacts or erosion wear of the contact faces as shown up as insufficient over-travel capability on the toggling contact arm. This can also be aggravated from a marginal original set up. Occasionally, an inadequately manufactured contact can break away from its spring to cause pump failure. A quick inspection of the approximate 0.030" over-travel gap between contact spring and housing top (see fig 1) will identify the need for adjustment. Very rarely, pump stopping can be due to large debris in the fuel tank floating about until it blocks the suction fuel pipe. The changing specification of fuels i.e. unleaded additives and ethanol is getting the blame for causing aggravated corrosion inside old lead lined steel tanks and also failed 'repair' coating is becoming a source of such debris. If fuel starvation is suspected then fuel filters should be cleaned of smaller debris and the filler cap vent hole checked.

Dead SU pump after a winter layup

A damp garage or long storage of your car can result in oxidation of the Tungsten alloy contacts. Try flicking the contact open with a finger with of course the wire reconnected. A blue spark should result showing that the electrical supply is healthy. If needed an effective clean with old wet or dry rubbing down paper fine grade will remove corrosion and not leave any grit behind as would occur when using the old fashioned emery paper. The grit will insulate, unseen, between the contacts. A 12 volt supply of either polarity to the pump terminal, clean fuel in the tank and no dry or blocked filters will normally result in effective pumping of fuel. The pump will need a separate good earth connection wire, particularly if it is mounted on a plywood bulkhead. The bulge at the bottom of the fuel tank collects debris, so to assist in reliable motoring, I routinely remove the drain plug thus draining off some fuel to check the state of corrosion inside the fuel tank. I do this outside the garage in fresh air with the battery isolated and well away from all sources of sparks and heat. I have noticed a very fine red dust which seems to collect and also pass through all filters so



Fig 1: Spring contact over-travel gap to the housing top

if you have a jetted carburetor e.g. Solex or Zenith it may be advisable to routinely clean the float chamber and possibly the jets of this dust. A dust build-up stopped my lawn mower despite having a modern in line fuel filter.

Car won't restart when hot in traffic

Fuel vapourisation locking in the fuel pump or pipe-work is the most likely cause, presuming that all is correctly set in the sparks and plugs department. There is much written on the adverse effects that the changing fuel specification, particularly volatility, is having on our carburetored cars. Nothing can be done to the SU pump itself to prevent vapour locking, presuming that it has been correctly mounted with the outlet at the top. On specials, the position of the pump and its pipe-work may be moved under the bonnet to a cooler location and specifically away from the hot exhaust manifold. SU Burlen recommends that the LP type pump should not be lower than 6" below the carburetor inlet banjo. Insulating the fuel pipes will reduce heating of the fuel thus avoiding potential fuel vaporization. Venting of a vapour locked pump/delivery system carries the real risk of causing a conflagration with spilt petrol and thus is not recommended. Better to wait for it to cool down before restarting.

Checking SU pump contact arm over travel movement

The pump works by magnetically pulling a diaphragm against a spring thus sucking up fuel through a non return valve. At end of stroke the electrical contact opens so then the spring tries to push the diaphragm back thus pushing fuel out through another non return valve. Back-pressure from the carburetor restricts the return of the diaphragm. Nearing the end of the return stroke, the electrical contact remakes and the cycle repeats. The maintenance manuals describe the various effective operations to reassemble the SU pump. Typically these tell you what to do but not why you are doing it. These all should result in the bronze spindle, attached to the diaphragm, screwed into and pushing the over-centre toggle switch mechanism thus operating a pair of contacts. These contacts must have an over-travel capability at both ends of the stroke. After having replaced the contacts mechanism or to check the amount of contact over-travel, I very carefully insert a small electrical size screwdriver under the toggle arm and over the fulcrum pin to allow the carefully levering of the central spindle up to make the switch contact moving arm toggle - in the down direction. After it has toggled I check that there is a good gap between the contacts and most importantly that the spindle can be moved up a further small amount. This is the contact open over-travel .

Similarly watch very carefully as the spindle is allowed to return under spring action, that after toggling back that there is a similar small over-travel to the housing stop. The spring mounted arm contact will most importantly be seen to have lifted about 0.030" off the Bakelite plate. This is the contact closed over-travel.

There are three places where adjustments can be made.

(i) If there is insufficient or excessive travel of the spindle connected to the diaphragm to cleanly operate the toggle movement then the spindle height needs to be adjusted. Undo all the screws holding the base sandwich together and rotate just the diaphragm a few holes anticlockwise looking on the base to increase the toggling movement. Retain the non-magnetic spacer washers in place behind the diaphragm, so only disassemble the pump over a catching tray or similar. Don't forget the large spring. When reassembling and securing the diaphragm clamping screws, the maintenance manuals advise that the spindle is best held in the energized (inserted) position when the diaphragm is clamped. The diaphragm will make a good seal so jointing compound is not used.

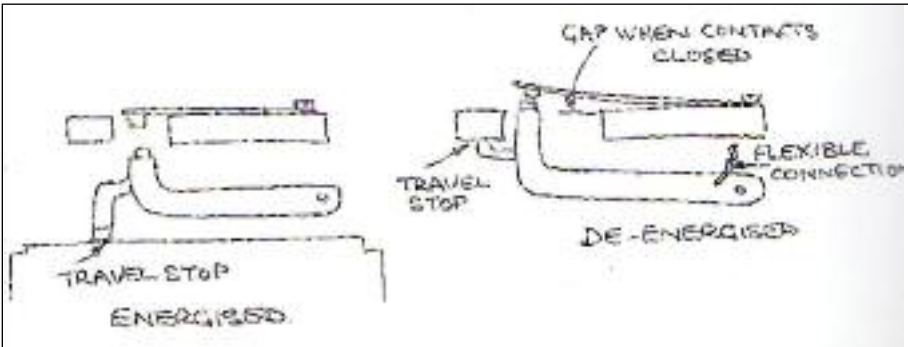


Fig 2: Sketch of contact in energised and de-energised condition

(ii) An outer brass arm can be adjusted to set the over-travel limit after the contacts have closed and thus the amount of contact wipe.

(iii) An inner brass arm can be adjusted to set the over-travel limit after the contacts open.

Dirty contacts

Dirty and rapidly eroding contacts can be a symptom of insufficient contact pressure or wipe on the contacts. The magnetic energy stored in the coil is discharged through a blue spark between the contacts. This assists to keep the contacts electrically clean. As these close, the over-travel will cause the contact surfaces to slide over each other i.e. wipe, under contact pressure which assists to keep them mechanically self clean of debris and thus maintain the desired low contact resistance. A later addition is the fitment of a spark suppression diode or capacitor across the points. These are polarity sensitive and rated for the voltage spikes.



Fig 3: SU fuel pumps showing diaphragm failure vent holes

Unused SU pump erratic in operation

Sometimes new old stock SU pumps or spare ones that have not been used for many years can have a diaphragm that has stiffened with age. Replacement with a new diaphragm is the only solution for reliable operation. Aggressive cleaning of contact faces may be required.

Failed diaphragm

If the diaphragm fails by leaking fuel into the magnet enclosure, this will be indicated by some fuel leaking from the small hole in the housing between a pair of screws (see **X** and **Y** on fig 3). Consequently when reassembling a housing this small hole must be clear and located adjacent to the large blind plug that houses the internal cylindrical filter. The Bakelite cover over the contacts will be seen to be a loose fit to ventilate any potential build up of vapours.

SU pump valves and detection of leaks

Inside the pump base is a pair of brass disc non-return valves that do not normally give any trouble. They are accessed behind a screwed pipe connection. They should

be completely flat and free of all dirt which would prevent their proper sealing action. Their correct action, together with a check for air ingress or fuel leaks including carburetor float valve leakage, are achieved every time you start the car. With the ignition and fuel pump energized before engaging the starter, this will be met initially with a rapid ticking of the SU fuel pump as it refills the carburetor float chamber. This should be followed by a pump tick every 5 seconds or so. More rapid ticking usually suggests an empty fuel tank. Also check that there is not an air inlet leak on the suction pipe or connections which will not show up as a petrol leak. Similarly check that there is no fuel leak at connections and that the carburetor is not flooding. Rarely, the pump internal valves let-by due to debris. A blocked fuel filter, blocked suction pipe, or a totally sealed filler cap will cause irregular or in the extreme, no clicks from the pump - after the first few. The pump must be mounted with the outlet at the top to self prime and assist the valves operation under gravity. Some later pumps have springs to assist the valves.

Fuel filters

Removal of the bottom plug gives access to an internal cylindrical gauze fuel filter. Additionally fuel filters are normally located behind the banjo connector to the carburetor. If any filters are catching debris then its origin needs to be determined.

Pump reliability in future

Water in the fuel is not a problem encountered today although in the 1930s it apparently was. Will the increasing ethanol in future fuels with the capture of water in storage result in a return to this problem? The SU fuel pump is made of materials that are predicted to degrade in high concentrations of ethanol so it's best to avoid French E10 petrol. Electronic conversions of the contact mechanism are favoured by some, however, they still use the same coil and diaphragm and have been known to suddenly fail electronically. The SU fuel pump when maintained with clean contact faces and the necessary travel can be expected to give reliable service on our Rileys for many more years.

SU pump overhaul and rebuild

Comprehensive overhaul instructions are available in other publications and from SU Burlen web site and so these have not been included in this article. Spares are available from many one make specialists for cars that use this popular SU fuel pump and from manufacturer SU Burlen Ltd.

Triple-M Register Championships

- Mike Linward, Competition Secretary

The final results for 2013 have now been scrutinised and points for the appropriate Triple-M competitions have been allocated. It should come as no surprise to find that Bill and Liz Bennett have come top of the Slade Trophy scores. By Bill's high standards, he has not performed quite as he would have liked throughout some of 2013 but has done sufficiently well to put himself streets ahead of all other Slade competitors. In second place was Jeremy Hawke in the J2 and third, Thijs de Groot also in a J2.

In the Racing Challenge competition, Barry Foster has maintained his first place, despite strong, late competition from Charles Jones. Oliver Richardson taking up third place. As the accompanying chart shows, seven drivers competed in at least five races throughout the year, some considerably more than five, which is the highest number since the competition was inaugurated.

In the Speed Championship Philip Coombs driving his J2 has held onto first place with Ian Baxter a close second and Frank Ashley third. Once again, Philip has competed in a large number of events, which gave him an easier path to his top five scores.

And so the Car Of The Year for 2013, which has been won by Barry Foster's C type with Bill Bennett's J2 second and Rosemary Bayne-Powell's Allingham NA third. Although ten best scoring events are used for COTY, Barry's impressive total is eighteen events. Bill's total was nineteen, nearly all trials, while the Bayne-Powell's competed in thirteen but of course their total number of competitive events in 2013 was considerably more than that as they had scores with at least three other cars.

Many congratulations to all the winners, and to all the competitors in general who help to keep Triple-M MGs the most active within the Club. The awards will be presented at the Triple-M Annual Dinner on 5th April.

At the time of writing these notes, there have been no event scores published for 2014.

Results from the following events are the only ones that have either been submitted or analysed and hence are the only ones that make up the 2013 COTY scores to date. Results can be submitted up to three months after the event took place or later at the Comp. Secs. discretion. However, to be included in the End Of Year final results, a submission must be made no later than the third week of January:

4th/5th January	MCC Exeter Trial	Full Results
12th/13th January	VSCC Measham Night Rally	Full

3rd February	VSCC New Year Driving Tests	Full
3rd February	Stroud & District MC Cotswold Clouds Trial	Part
16th February	Fell Side Auto Club Northern Trial	Part
24th February	Holsworthy MC Chairman's Trial	Part
2nd March	VSCC John Harris (Derbyshire) Trial	Full
17th March	MGCC SE Centre Spring Naviscat	Full
17th March	Torbay Motor Club Torbay Trial	Part
29th/30th March	MCC Land's End Trial	Full
13th April	MGCC SW Centre Kimber Trial	Full
14th April	MGCC SW Centre Kimber Gymkhana	Full
14th April	Ross & District MC Kyrle Trial	Part
20th/21st April	VSCC Silverstone Race Meeting	Full
27th April	VSCC Spring Rally	Full
5th May	VSCC Curborough Speed Trials	Full
12th May	VSCC Wiscombe Park Hill Climb	Full
12th May	Ilkley & District Motor Club, Ilkley Classic Trial	Full
26th May	Sevenoaks & District MC Crystal Palace Sprint	Full
1st June	BARC Yorkshire Centre Harewood Hill Climb	Full
8th June	VSCC Cadwell Park Race Meeting	Full
15th June	MGCC Silverstone California Cup Autotests	Full
15th June	VSCC Brooklands Double Twelve Speed Trials	Full
16th June	MGCC Silverstone Sprint	Full
16th June	VSCC Brooklands Double Twelve Driving Tests	Full
7th July	VSCC Shelsley Walsh Hill Climb	Full
7th July	Triple-M Summer Gathering P.O.O. & Gymkhana	Full
21st July	VSCC Mallory Park Race Meeting	Full
3rd/4th August	VSCC Prescott Speed Hill Climb	Full
4th August	Camel Vale Motor Club Castle Hill Climb	Full
9th-11th August	Oldtimer Grand Prix Nurburgring	Full
11th August	MGCC SW Centre 'MGs on Grass' Driving Tests	Full
17th August	VSCC Pembrey Sprint	Full
18th August	VSCC Pembrey Race Meeting	Full
18th August	Pepper Harrow 'Black Horse' Trials	Full
18th August	MGCC SW Centre Mendip Trial	Full
24th/25th August	Triple-M Welsh Marches Rally & P.O.O.	Full
7th September	VSCC Autumn Rally	Full
8th September	VSCC Madresfield Driving Tests	Full
14th September	MGCC SE Centre Wiscombe Park Hill Climb	Full
14th/15th Sept	VSCC Loton Park Hill Climb	Full
21st September	VSCC Light Car Autumn Driving Tests	Full
22nd September	Holsworthy MC Taw & Torridge Trial	Part
24th September	Circuit Des Ramparts D'Angouleme	Full
27th September	Normandy 'End Of Season' Rally	Full
29th September	VSCC Snetterton Race Meeting	Full

6th October	VSCC Castle Combe Sports Car Race	Full
13th October	MGCC SW Centre Kimber Car Trial	Full
13th October	Minehead MC Exmoor Clouds Trial	Part
26th October	VSCC Goodwood Autumn Sprint	Full
27th October	Launceston & North Cornwall MC Tamar Trial	Part
16th November	NHAEG / ATDC Nightjar Scatter Rally	Full
17th November	Woolbridge Motor Club Hardy Trial	Part
23rd November	VSCC Cotswold Trial	Full
24th November	Bristol Motor Club Allen Trial	Full
1st December	Camel Vale Motor Club Camel Classic Trial	Part
7th December	VSCC Winter Driving Tests	Full

C.O.T.Y. 2013

Final Scores

Position	Register Number	Car	Registration Number	Driver/s	Points
1st	1931	C/s	VD 30	Barry Foster Andrew Harrington	111
2nd	909	J2-PA/s	FW 3909	Bill Bennett	109
3rd	691	NA All'ham	BYU 271	Philip Bayne-Powell Rosemary Bayne-Powell	101
4th	1595	M	PG 1045	Frank Ashley	99
5th	3	J2	DG 5404	Jeremy Hawke	90
6th	1018	J2	MG 2853	Philip Coombs	82
7th	1426	NA/s ss	Bellevue Spl.	Ian Baxter	76
8th	2692	J2	SW 4156	Brian Galbraith T. Galbraith	71
9th	2694	J2-PB/s	Kayne Spl.	Mike Painter	70
10th	2200	C/s	RX 8306	Philip Bayne-Powell	65
11th	360	PB/s	BTU 260	John Seber David Seber Tony Seber Christopher Broad Mark Hafford	63
12th	1164	PA	YSV 703	Hamish McNinch Anne Boursot	59
13th	627	J2	FS 5663	Ian MacKay Emma Digby Mike Linward	58
14th	-	M	HX 91	Chris Cadman	51
15th	1533	PA-PB	WV 5012	Dick Morbey	50
=16th	3534	J2/s	WF 5494	Fred Boothby	49
"	2912	C/s	GX 9693	Duncan Potter	

18th	2362	NA	BTT 726	David Potter	49
				Richard Jenkins	
				Neil MacKay	
				James Mather	48
19th	1551	PA	CYE 387	Barny Creaser	
				Gillian Creaser	47
20th	920	PA	TG 8337	George Ward	46
21st	3018	PB/s	MG 4516	Rachael Holdsworth	
				Graham Holdsworth	43
22nd	1140	J2	JL 753	Mike Linward	42
=23rd	81	C/s	JK 1932	George & Marguerite Morgan	
				Greg Smith	41
"	2272	C/s	LJ 4444	Oliver Richardson	41
25th	162	ND/s	BKL 256	Philip Bayne-Powell	
				Peter Ross	
				Sandy Mackay	40
26th	605	L1/s	MG 2802	Charles Jones	39
27th	148	M	OY 1548	John Haine	37
28th	1883	J2	PO 8865	Patrick Gardner	
				Luke Bray	
				Jack Westbrook	33
29th	2170	PB/s	CLX 112	Mark Dolton	32
=30th	1135	M	SV 5438	Alan Grassam	29
"	1991	KN/s Saloon	ELF 409	Peter Prosser	29
"	761	J2/s	APU 280	David Downes	29
33rd	2361	NA/s ss	EP 5892	Jeremy Rivers-Fletcher	
				John Keogan	28
34th	2960	J2	AM-30-25	Thijs de Groot	27
=35th	2742	J2	DG 7828	Robin Hamblett	26
"	317	Jarvis M	GP 1856	Philip Bayne-Powell	
				Ed Taylor	
				Tony Bradbury	26
"	2430	PA/s	497 UXH	Howard Harman	26
"	3226	C/s	JO 2288	Hamish McNinch	26
39th	2615	PB	BOF 564	Tim Beckh	
				Jez Earnshaw	25
=40th	1486	K3/s	JB 3181	Howard Maguire	24
"	3017	J1 Salonette	UG 3585	Jim Collier	24
=42nd	656	PB/s	JC 3269	James Gunn	
				Rebecca Gunn	23
"	1647	NB	JB 6864	Bill Abbott	23
"	797	K1	ALA 871	Christopher Hobbs	
				Kate Hobbs	23
"	807	KN/s	MG 4119	Richard Jenkins	23

=46th	2000	K3/s	MG 3570	Peter Green	21
"	2852	M	RH 5831	Philip Coombs	21
"	1917	J1/s	VSV 521	Stuart Evans	21
"	1521	C/s	RX 8591	Dave Cooksey	21
=50th	1065	PA/s	MG 4440	Bill Niven	20
"	1171	NA All'ham	MG 3538	Keith Portsmore	20
=52nd	467	J3/s	HH 6711	Terry Holden	19
"	1581	K1	E-KK 1933	Walter Kallenberg	19
"	2141	PA/s	RC 3349	Derek Richards	19
=55th	3302	J2	KS 6104	Andrew Harrington	18
"	2284	J2	OB 5374	Colin Henderson	
				Grace Henderson	18
"	1676	D	NG 2461	Mike Jakeman	18
"	3448	PA	BKE 103	Aubrey Paverd	18
"	1	NA/s	JB 3852	Mike Allison	18
"	670	PA	BFY 711	Richard Holl	18
"	1963	PB	YS 5081	Keith Wallace	18
=62nd	1746	NB	JB 4846	Frank Holtrigter	17
"	353	K3/s	AGW 37	Clint Smith	17
"	2134	K1/s	MG 3094	Günther Krenn	17
"	1278	F1	MG 1313	Ian Goddard	17
"	2927	PA	OAZ 678	Jacques Vanlint	17
=67th	30	J2	OC 3816	Ian White	16
"	3205	K3/s	JB 7526	Pat Boghossian	16
"	2175	PB	JB 7524	Elizabeth Taylor	16
"	968	PA	BU 8079	Roger Davies	16
"	423	J2/s	DU-FG 86 H	Christian Höptner	16
"	82	M	PO 1357	Nigel Stroud	16
=73rd	3298	PA/s	OSL 309	Les Procter	15
"	66	K3/s	MG-K3	Gerhard Maier	15
"	2290	L1 Saloon	10 AH 922	Arnaud Jacobs	15
"	1009	PA	ALV 601	Henry Tennant	15
=77th	225	K1	ALU 463	Martin Jacobs	14
"	1270	NB Cresta	MG 4750	Bob Clare	14
"	1249	F1	GY 2473	Alaster Bentley	14
"	2231	J3/s	YG 4293	David Kempton	14
"	932	J2	CG 5513	Martin Gratte	14
=82nd	815	KN/s	MG 4314	Martin Warner	13
"	1156	PA-PB	AAD 264	Nick Dean	13
"	2227	KN	MG 4282	Peter Hemmings	13
"	2792	J2	10 AM 345	Yves Mittler	13
"	1591	J2/s	YJ 892	David Stansbie	13
=87th	664	PA/s	BLB 209	Peter Chance	12
"	3408	L1 Salonette	575 AKB	Rod Ptak	12

"	1710	F1 Jarvis	IU 2474	Philip Bayne-Powell	12
"	676	PA/s	WP 5939	Roger Thomas	
				Russell Thomas	12
=91st	108	M	OU 4824	Mike Dalby	11
"	950	L1/s	MG 2349	Ian Davison	11
"	1659	PA	VL 5643	Terry Davies	11
"	1976	J2/s	JF 5278	Gil Collins	11
"	-	F1	MG 1588	Charlie Cartwright	11
"	2193	NB	DUB 679	Terry Hartley	11
"	625	F1	OV 9757	Ewan Harris	11
"	2508	NA	BKJ 398	Martin Gratte	11
"	776	NB	YS 6658	Mike Legg	11
"	2591	PA	MG 3242	Colin McLachlan	11
"	2823	F1	GY 5141	Robert Walker	11
"	2703	PA 4str.	MG 3452	Tony Wild	11
"	1607	F1	HZR 714	Stefaan Vernyns	11
"	1531	J2	PJ 8586	Chris Smith	11
"	75	L2	APJ 750	David Stansbie	11
"	-	J2	APK 438	John Forster	11
"	633	NA	LAS 368	Tony Hay	11
"	156	K1/s	APC 950	George Ward	11
"	1550	PA	567 CRU	Peter Scott	11
=110th	3303	M	LS 2464	Oliver Richardson	10
"	-	PB/s	-	Simon Etherington	10
"	3454	PA/s	AXR 370	Thijs de Groot	10
"	2188	M	GH 4434	Colin Reynolds	10
"	158	PA	BJO 800	Peter Down	10
"	329	PA/s	CZ 4895	John Adams	10
"	283	M	SVS 374	Guy Westbrook	10
"	1000	PB/s	JB 7521	Brandon Smith-Hilliard	10
"	167	M	APB 298	Rachel Bolton-King	
				Corinne Davies-Griffith	10
=119th	919	PA/s	DPB 140	Graham Arrondelle	9
"	600	J2/s	WJ 7070	Ken Robinson	9
"	1238	PB	BZ 3433	Martin Gratte	9
"	2538	M	YJ 42	Shirley Willcox	9
"	3009	J2	AGO 497	Peter Hemmings	9
"	2922	NA/s Saloon	XXG 102	Philip Bayne-Powell	9
125th	1146	K3/s	JB 3182	Gunther Stamm	8
=126th	907	K1	ADH 360	Neil MacKay	
				Ewan Graham	
				Mark Darnell	7
"	1925	PA	BPG 994	Bob Clare	7
=128th	2715	KN/s	CG 8379	Tanya Lewis	6

"	845	M	PG 5027	Mike Cleary	6
"	679	J2	MG 2787	Terry Holden	6
=131	1235	L1/s	JB 6878	Bryan Ditchman	5
"	1422	J2	MG 2161	Archie Thomson	5
=133rd	994	L2	ALA 656	George Eagle	4
"	1331	PA	EDU 347	Roger Cadogan	4
"	2172	PB/s	ATF 252	Paul Lees	4
"	1223	C-RA/s	Bellevue Spl.	Mike Dowley	4

I apologise that the above table is curtailed owing to space constraints - Ed

Slade Trophy 2013

Final Scores

Position	Car/s	Driver/s	Points
1st	J2-PA/s	Bill Bennett	40
2nd	J2	Jeremy Hawke	28
3rd	J2	Thijs de Groot	11
4th	PA	George Ward	10
=5th	M	Oliver Richardson	9
"	J2	Brian Galbraith	9
7th	J2	T. Galbraith	8
8th	M	Alan Grassam	7
=9th	M	John Haine	6
"	PB/s	Brandon Smith-Hilliard	6
11th	NA	Richard Jenkins	5
12th	L1/s	Bryan Ditchman	4
13th	M	Philip Coombs	3
14th	PA/s	John Adams	2
15th	KN/s	Martin Warner	1
11th	L1/s	Bryan Ditchman	4
12th	M	Philip Coombs	3
13th	PA/s	John Adams	2
14th	KN/s	Martin Warner	1

Racing Challenge Trophy 2013

The Betty Haig Cup

Final Scores

Car/s	Driver/s	No. where less than 5 Races	Index of Performance
1st	C/s	Barry Foster	0.247
2nd	L1/s	Charles Jones	0.299
3rd	C/s	Oliver Richardson	0.609
4th	C/s	Hamish McNinch	0.626
5th	PA	Anne Boursot	0.724

6th	J2/s	David Downes		0.797
7th	PB/s	John Seber		0.902
	J2/s	Fred Boothby	4	0.366
	J2-PA/s	Mike Painter	4	0.376
	PB/s	Simon Etherington	4	0.839
	PB/s	David Seber	4	0.870
	C/s	Dave Cooksey	3	0.580
	M	Chris Cadman	3	0.956
	J2/s	Andrew Harrington	3	0.987
	K1/s	Günter Krenn	2	0.700
	PB/s	Tony Seber	1	0.043
	KN/s	Tanya Lewis	1	0.615
	PB/s	Peter Haynes	1	0.667
	NA/s	Jeremy Rivers-Fletcher	1	0.769
	NB	Chris Smith	1	0.923

Speed Chamionship Final Scores

Position	Car/s	Driver	Points
1st	J2	Philip Coombs	53
2nd	NA/s ss	Ian Baxter	47
3rd	M	Frank Ashley	40
4th	C/s	Duncan Potter	39
5th	PB/s	Mark Dolton	34
=6th	PB/s	John Seber	28
"	PB/s	Rachael Holdsworth	28
"	J2-PA/s	Mike Painter	28
9th	C/s, ND/s	Philip Bayne-Powell	22
=10th	PB/s	James Gunn	19
"	M	Chris Cadman	19
"	C/s	Barry Foster	19
=13th	J2	Jeremy Hawke	15
"	C/s	David Potter	15
"	PA	Anne Boursot	15
16th	NA, KN/s	Richard Jenkins	14
17th	PA/s	Les Procter	13
=18th	PA/s	Thijs de Groot	12
"	PA	Hamish McNinch	12
=20th	J2, C/s	Andrew Harrington	11
"	J2	Brian Galbraith	11
=22nd	PB/s	Christopher Broad	10
"	ND	Graham Galliers	10
"	PA/s	Howard Harman	10
25th	PB/s	Mark Hafford	8
26th	J1/s	Stuart Evans	7
27th	NA/s ss	Jeremy Rivers-Fletcher	6
=28th	PB/s	Rebecca Gunn	5
"	J2/s	Fred Boothby	5
"	C-RA/s	Mike Dowley	5
"	NA/s ss	John Keogan	5

Hints and Tips

From Martin White

If you use those battery cable clamps with 2 screws to hold the wire, put a brass strip between the screws and the wire to make better contact. Make sure the clamp is brass, the aluminium ones are useless.

From Philip Bayne-Powell

* Silvabronz (Unit 16, Caker Stream Road, Alton, Hants, GU34 2QF. Tel 01420 80880 e-mail silvabornz@beckworth.net website www.beckworth.net) are longstanding chrome platers, using a copper base of 100 microns, followed by 25 microns of nickel and finishing with the chrome. Often the copper preparation is omitted for cheapness by other chrome platers.

* Independent Ignition Supplies can help with magneto and other ignition parts, such as caps, rotors, points etc. Contact Alan Fairbrother on 07810 090337 Their website is www.magneto-ignition.co.uk

* Steering Services Ltd at Unit 1A, Chapel Lane, Wescott, Dorking, Surrey, can help with steering boxes etc, including the Marles Wheller box. Contact Simon Everett on 01306 640483. Their website is <http://www.steering-services.co.uk/>

* Many years ago the AA used to include the source of registration numbers, but this has been missing for many years now, but I have found a source and enclose the list for members information.

Sorry, but this has been held over until the next issue as space is a problem -Ed

Reader's Adverts

Wanted

J2 Steering box and column.

Wooden parts for body - preferably usable (after repair) but also for patterns. - If anyone has J2 bits to dispose of, let me know.

Martin White, tel 01344 424258

For Sale

Lucas Headlights - large and small, flat and curved glass. Price Guide £125 - £200

Martin White, tel 01344 424258.

MG J2 1933, Swept Wings. Recently renovated after 50 years in limbo. Original engine, period Morris hydraulic brakes which I'm sure would have been fitted originally if Kimber hadn't vetoed them. Black, as original, except side panels green in typical 1930's style. Green wheels and interior, Smart. Let's start at £35000. Martin White, tel 01344 424258.



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Correspondence

From Martin White

Dear Bob,

Some time ago there was talk in the bulletin of a car which would only charge its battery when the headlights were on. At the time I added my fourpenn'orth which I think may have confused the issue, so, having just had a switch to bits, this is what happens at the various switch positions:

Summer Charge	F1 Open Circuit
Winter Charge and Side lights On	F1 Connects to D
Headlights On	F2 Connects to D and F1 Open Circuit

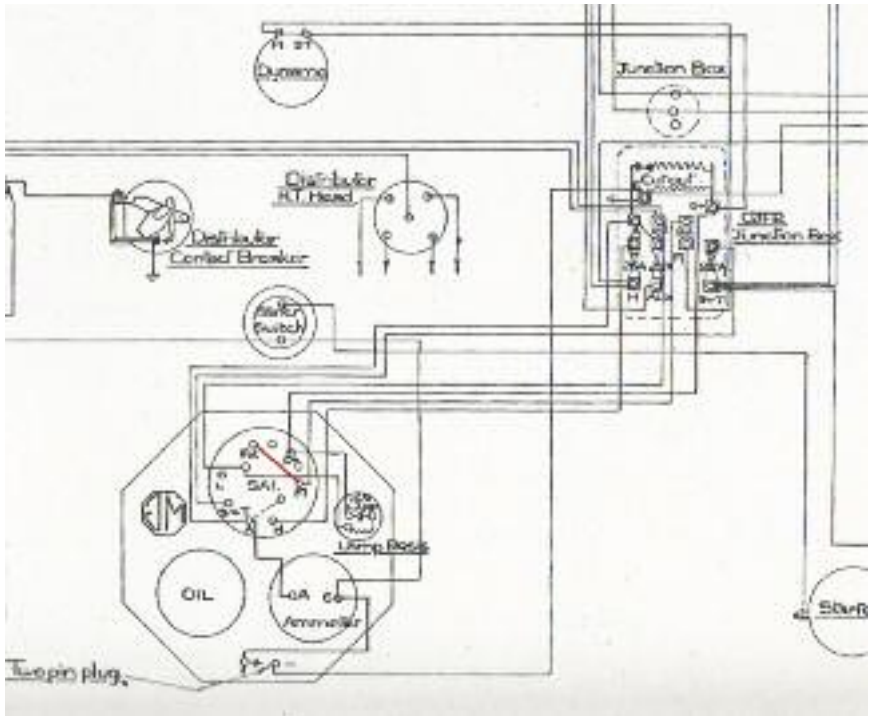
Therefore, if you connect the field wire from the dynamo, via the cut-out/junction box to F1 (as shown in 'Blower'), the dynamo only charges on winter and sidelight settings. If you connect it to F2, it only charges with headlights on.

If you join a wire between F1 and F2, it will charge in all positions except summer charge which is always off, as some switches do say. This extra wire is shown in some wiring digrams but not 'Blower'.

I have added the extra wire in red to the extract from Blower's diagram shown on the next page - Ed.

However, and I stand to be corrected, if a resistance wire is connected between F1 and F2 (of what value I don't know) and the field wire is connected to F2, I believe that the dynamo will give more charge with the headlights on than with only sidelights on, or the switch set at winter charge, which is probably desirable. Has anyone ever tried this? If you look at the TA wiring diagram, you will see that this is achieved by having both F1 and F2 connected to the cut-out box which has a resistor built-in.

I hope that clarifies what I said last time, which I suspect, not having the article to hand, was nonsense.



**Extract from J2 Wiring Diagram (from 'Blower')
Martin's extra wire is shown in red.**

From Jeremy Hawke

Difficult though it may seem, I appear to have misplaced a J2 Windscreen & support brackets (early type if I remember correctly) which lived for many years in the Hawke garage roof. Now Hawke Snr, may well have swapped it for something else or loaned it out etc. but I didn't think so. If anyone reading this remembers doing an exchange/loan/purchase at some point, can they please drop me a line at the usual mgk3007@supanet.com to let me know? Many thanks, JH

Cartoon Competition



Your suggested captions for the cartoon above are warmly invited and should be submitted by e-mail to: triple.m.caption.competition@gmail.com. For details of the Competition Rules, please refer to the web page: www.triple-mregister.org.

Congratulations to George Eagle who is the winner of the last cartoon (shown on the right).

George's winning caption is: "My God, I knew the Rat was fast but this is ridiculous!"

George will receive Ged Segrave's original artwork for the cartoon, with the caption inscribed.



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*Barney Creaser in his PA at last year's VSCC Madresfield
Photo by Peter McFadyen (see his website <http://petermcfadyen.co.uk>)*